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the following causes: Tuberculosis, 1; pertussis, 1; hepatitis, 1; pneumonia, 1; total, 4. Population, 18,000; death rate, 11.05.

*Daiquiri*.—Acting Asst. Surg. Juan J. de Jongh reports no deaths.

Respectfully,

R. H. von EZDORF,

*Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.*

*Inspection of immigrants at Santiago during the week ended September 22, 1900.*

SANTIAGO DE CUBA, *September 22, 1900.*

SIR: I herewith submit report of alien steerage passengers at this port during the week ended September 22, 1900: September 19, British schooner *Maggie Louise*, from Lucea, Jamaica, with 2 immigrants.

Respectfully,

R. H. VON EZDORF,

*Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.*

ENGLAND.

*Inspection service at Liverpool.*

LIVERPOOL, ENGLAND, *September 22, 1900.*

SIR: I have the honor to transmit, under same cover, abstract of bills of health for the week ended September 15, 1900.

The work during that week was very heavy, 22 ships being inspected. On account of the ships which leave on a particular day having to go out on the same tide, the work of each day has often to be done in three or four hours, and when, as on Wednesday and Saturday, there are from 5 to 8 or 9 ships, it is hard to get around to each one.

The consul has requested that I go with him to call on the city health officer of the district, and I expect to do so to-day.

Respectfully,

JOHN F. ANDERSON,

*Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.*

*Inspection service at Liverpool—Precautions against plague in Glasgow.*

LIVERPOOL, ENGLAND, *September 27, 1900.*

SIR: I have the honor to transmit the abstract of bills of health for the week ended September 22, 1900. During that week 16 ships were inspected. The work here is now beginning to run smoothly and I hope in a short time it will even be better; with one or two exceptions the shipping people readily agree to any suggestions and render all assistance possible. The large number of cattlemen gives more concern than any other class; they are usually recruited from the very lowest; filthy beyond imagination, and usually intoxicated.

In company with the consul I called on the city health officer of Liverpool a few days past, to learn what measures were being adopted to prevent infected persons from Glasgow entering Liverpool. Up to that time there were none, except the inspection of ships and their passengers and crews from Glasgow. He asked us if we had any suggestions, after we had pointed out to him how easily persons might come by rail. I then explained to him, briefly, our method of train

inspection in yellow fever epidemics in the Gulf States. He seemed to be much interested and said he proposed to endeavor to get the board to allow something like it in regard to Glasgow. This morning he sent me a copy of the new regulations, which I inclose to you.

The ship surgeons seem to think that the taking of the temperature of the third class passengers and crews is too big a job for them. I, myself, do not think one man can do the work properly, as it often means taking the temperature of from 800 to 1,500 persons.

Respectfully,

JOHN F. ANDERSON,  
*Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

[Inclosure.]

*Precautions against plague in Glasgow.*

SEPTEMBER 24, 1900.

The following measures are taken at this port as regards all vessels arriving from the Clyde:

Every vessel is boarded by the medical officer of health, who examines and takes particulars of the names and destinations of the crew and passengers, and a certificate that such examination has been made is furnished to the master.

No vessel is allowed to enter dock without the production of a certificate from the medical officer of health, stating that the vessel has been examined.

Officers belonging to the port sanitary department are stationed at the principal pier-heads to assist the board's officers in ascertaining where vessels are from.

Pilots of inward-bound vessels from the Clyde have been requested to communicate to the master of the Formby light-ship when passing the fact that the vessel is from the Clyde, and the information is communicated by telephone from the light-ship to the marine surveyor's office and from that office to the port sanitary authority.

The owners of vessels plying between this port and the Clyde have been requested by the Liverpool medical officer of health to fly the quarantine flag by day and to show the quarantine lamp by night; also, to arrange for their vessels to arrive in the Mersey in plenty of time to allow of a medical examination being made without losing a tide.

The city authorities have arranged for an officer to be stationed at Glasgow with the object of preventing any person leaving there by rail for Liverpool who may be suspected of being infected with the plague.

A similar course is followed at Liverpool as respects persons arriving by rail from Glasgow.

*Death from plague at Llandaff, Wales.*

The following cablegram has been received by the Surgeon-General of the Marine-Hospital Service from Asst. Surg. John F. Anderson:

LIVERPOOL, October 9, 1900.

There has been a death from plague at Llandaff, imported from Rosario.

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

The city of Llandaff is situated on the Taff River, 2 miles northwest of Cardiff, Wales.

FRANCE.

*Quarantine regulations—Yellow fever suspected on steamship General Dodds—Rumor of plague.*

PARIS, FRANCE, September 26, 1900.

SIR: I have the honor to state that instructions have been given by the minister of the interior to the quarantine officer at the port of Havre that all vessels from ports infected by plague bound up the Seine to